

## By Authority



## Sale of Lease.

On THURSDAY, October 17th, 1889, at 12 o'clock noon, will be sold at Public Auction, at the front entrance of Aliolani Hale, the Lease of the land of Kaakepa, Hilo, Hawaii, and containing an area of 194 acres more or less.

Terms—Lease for 10 years. Upset price \$400 per annum, payable semi-annually in advance.

L. A. THURSTON,  
Minister of the Interior.  
Interior Office, Sept. 9, 1889. 1287-2t

Mr. WM. P. FENNEL of Grove Ranch, Makawao, Maui, has this day been appointed a Notary Public for the Second Judicial Circuit of the Kingdom.

L. A. THURSTON,  
Minister of the Interior.  
Interior Office, Aug. 22, 1889. 1285-3t

Mr. D. H. KAIALAU has this day been appointed Pound Master of the Government Pound in the District of North Kohala, Island of Hawaii, vice D. Kahulani resigned.

L. A. THURSTON,  
Minister of the Interior.  
Interior Office, Aug. 22, 1889. 1285-3t

Mr. JOSEPH HOLI has this day been appointed Pound Master of the Government Pound at Papa, in the District of South Kona, Hawaii.

L. A. THURSTON,  
Minister of the Interior.  
Interior Office, Aug. 22, 1889. 1285-3t

## Hawaiian Gazette

EST. MODUS IN REBUS.

## TEN-PAGE EDITION.

TUESDAY, SEPTEMBER 10, 1889.

## THE EWA RAILROAD.

The opening, or rather we must call it the experimental trip upon the Ewa railroad, marks another era in the progress of this little Kingdom in general and of Honolulu in particular. The idea of railroad on Oahu has always been laughed to scorn by croakers, although the prediction was made in 1860 in the PACIFIC COMMERCIAL ADVERTISER, and twenty years later in the GAZETTE, that the time was not far off when railroads would encircle Oahu. However, we live and learn. We expect before many years are gone by that the Hilo railroad will be a *fait accompli*, and we should not be surprised to see another line opening up the lands in Puna. There are far better lands in that district than most people are aware of. Hail to the first trip on the Ewa railroad then, which promises to open up lands now lying waste, and which will enable many a man who now lives in a hired house to repose under his own vine and fig tree. Success to Mr. Dillingham, who has battled against great odds, and is bound to win.

## MAKAWELI PLANTATION.

The new sugar plantation which is going to be started on Kauai will be a big thing for the Waimea district of that island. The plantation will be on the long sloping lands which extend to the eastward of the Waimea valley from the upper part of which the water supply will have to be obtained. This means a considerable amount of engineering, but once the difficulty is overcome, an area of 4,000 to 5,000 acres can be cultivated and the soil is known to be extremely fertile. At present in that part of Kauai are the Kekaha, Waimea and Elele plantations, none of which can rank with the large plantations of Maui or Hawaii. The new plantation, however, gives promise of being one of the largest; for unlike its neighbors it will command a vast acreage of sugar land and an inexhaustible water supply. A large plantation will mean a much larger trade between Honolulu and Waimea and the putting on of a direct steamer. At present to reach Waimea, passengers have to be on board the steamer for twenty-four to thirty-six hours, as the vessel touches at all ports along the coast. We presume, therefore, that the news of the starting of the new plantation will be received with much joy by all residents in the Waimea district.

## THE HOSPITAL GROUNDS.

What is the matter with the grounds of the Queen's Hospital? They are by no means so trim and neat as they should be. Of course, those who are responsible for them cannot help the fact that a blight

has struck the royal palm trees and that they are all dying. Something, however, might be done by washing them, we should think. It seems a thousand pities that such fine trees should be allowed to die without a strong effort being made to save them. Then the grass should, at all events for a limited area, be kept short. It may add a little to the funds of the institution to allow it to grow long and get a crop of hay off; but we doubt whether the profit is worth the candle. Certainly, for a public institution every care should be taken of the grounds. To beautify and adorn the land around the hospital should be a labor of love. It adds to the happiness and pleasure of a convalescent to see well kept lawns, handsome shrubs, trim walks, and so forth. With every means, as far as soil and plants are concerned, the hospital grounds are not trim nor are the walks very inviting. We presume this comes from lack of means for labor, but surely it would not cost very much to have the labor required. Thomas Square, Emma Square and even the great area of Kapiolani Park are kept in good order at comparatively small expense. We throw out the above as a suggestion more than as a complaint. We presume the necessity of making trim lawns has not struck the visiting committee.

## THOUGHT READING AND JACK THE RIPPER.

A very practical test of "thought reading" is about to be, or has been by this time, given. Mr. Stuart Cumberland, the celebrated thought reader, says he has "in his mind's eye, Horatio," seen the Whitechapel fiend, and thus describes him: "His face was thin and oval in shape. Eyes dark and prominent, showing plenty of white. The brow was narrow and chin somewhat pointed. The complexion was sallow—somewhat between that of a Maltese and a Parsee. The nose was somewhat Semitic in shape, and formed a prominent feature of the face. The formation of the mouth I could not very well see: it was shaded by a black moustache. Beyond the hair on the upper lip the face was bare. It was not a particularly disagreeable face, but there was a wild intensity about the dark full eyes that fascinated me as I gazed into them. They were the eyes of a mesmerist! The man of my dream wore a short-crowned chimney-pot hat; he stooped in his shoulders, and although there was a wiry look about such portion of his figure that was visible to me, he did not have the appearance of a man of muscular build."

This is certainly detailed enough, and if, when the man is caught, he comes up to this description, we shall begin to think that there really is something in thought-reading, or that Mr. Cumberland knows more about Jack the Ripper than the police do. The thought reader further hazards the opinion that the murderer will commit one more crime and then be caught. This is certainly throwing down the gauntlet on behalf of the so-called art with a vengeance. Better have him out here to investigate some of the crimes on Hawaii and Maui, which have so long baffled the sheriffs.

## IN THE HOUSE OF COMMONS.

There was a great uproar in the House of Commons on Thursday night, Feb. 8, over the statement of Mr. Balfour, Chief Secretary for Ireland, that two resident magistrates had refused to subscribe to a race meeting because Ted Harrington, a member of the committee, had denounced the police as cowards, liars and uniformed bloodhounds. When Mr. Harrington challenged Mr. Balfour to give his authority, the latter replied that he spoke on the best of authority. Thereupon Mr. Harrington started across the floor apparently with the intention of assaulting Mr. Balfour, but he was followed and pulled back by Mr. Mahoney. Amid a moment's pause in the uproar that followed, Tim Healy loudly accused Mr. Balfour of using an insulting gesture toward Mr. Harrington, and told Mr. Balfour to keep quiet or else they would make him. When order was restored, after a tumult of fifteen minutes, Mr. Balfour denied that he had used an insulting gesture, and Mr. Harrington apologized for his hasty action. Mr. Balfour was then allowed to proceed with his speech.

"Pa, I want you to buy me a gun for my birthday." "My son, it is not safe for you to have a gun." "Pa, don't you know that a boy of my size can shoot a gun?" "Yes, I know that a boy of your size can shoot a gun, but I also am aware that, by a strange coincidence, a gun can shoot a boy of about your size."

A country doctor in Russia gets ten cents a visit.

## CORRESPONDENCE.

We do not hold ourselves responsible for the statements made, or opinions expressed by our correspondents.

## Those Highway Gates Again.

MR. EDITOR: I am very glad to see your defence of public rights in the matter of highways. By all means let gates and obstructions be removed off, even the least frequented byways, no matter at what cost to the ranch and other industries of the country.

After a careful perusal of the law, I find nothing which compels a man to go no faster than a walk over government bridges, and no doubt the right thing to do would be to gallop over them, which will in future save much valuable time, and I don't suppose the bridge will be washed away any the sooner for it.

Stick up for our rights and get all ridiculous obstructions abolished. Yours respectfully,

R. A. M. JR.

3d Sept. 1889.

## Hawaiian Church Membership.

MR. EDITOR: Since my return to Honolulu, my attention has been called to a blunder in the abstract of the Hawaiian Board's Annual Report, published in last Friday's paper. The number of church members, as given in the paper, is the number of those in the Sabbath schools. The Report gives the number of church members for 1889 as 5,747 a falling off of about 1500 in the last ten years. The number reported this year is 32 per cent. of the total membership thirty years ago, an average annual loss of over two per cent. The census report of 1884 showed a Hawaiian population numbering only 56 per cent. of that reported in 1853, an average annual decrease of over one per cent.

But percentage statistics are often misleading. While there has been undeniably a most serious diminution in the membership of the Hawaiian Evangelical Churches, it should not be forgotten that the decrease of population has been equally serious. It should be remembered that the membership, as given in the report, is only that of communicants, or, as they are designated in other churches, those that have been confirmed. Those who should be reckoned as adherents to the texts and policy of the Evangelical Churches, constitute about three-fifths of the whole number given in the last census. The significant question is, what standard of character do these churches hold up and keep up?

C. M. HYDE.  
Recording Sec. of the Hawn. Board.  
Honolulu, Sept. 5, 1889.

## The S. S. Australia's Engines.

It will be remembered that the Australia was recently fitted by the Ruston Iron Works with triple expansion engines and new boilers, the boilers carrying a steam pressure of 160 pounds. The San Francisco Bulletin states that the actual results obtained during the recent trip of the vessel were learned, and it will be at once seen that the anticipations of the owners and constructing engineers have been fully realized. On the passage out the weather was favorable; the voyage, under easy steaming, occupied six days, twenty-three hours and forty-five minutes, as it was found necessary to slow down two days, owing to certain regulations governing the schedule time. On the fourth day the vessel covered 332 miles in twenty-three hours forty minutes of actual time, giving a mean speed of fourteen knots per hour on a consumption of thirty-seven tons of coal. The homeward passage was favored with only two fair days, the remainder being rough, with head seas and strong northerly winds, notwithstanding which the vessel completed the voyage in seven days and two hours, on a daily average of coal consumption of forty-one tons. The greatest day's work homeward was 307 miles, against a strong head wind. In previous voyages with the old engines of the compound type, and seventy-five pounds steam pressure, her average speed was twelve knots, with a consumption of fifty-three tons per day. It is claimed that the economy of fuel, owing to the new triple-expansion engines, gives them a clear saving of 23 per cent. in coal, together with an increase of speed of two knots per hour. Throughout the voyage the machinery worked without the slightest hitch. The Ruston Iron Works has received great praise for the manner in which this large contract was performed, and J. D. Spreckels, the Managing Director of the O. S. S. Co., has the satisfaction of knowing that the results obtained have more than justified the outlay, and that the Australia is now a steamship with all the latest and best improvements known to the engineering world.

## A Brave Lad.

A small boy of Spokane Falls discovered that the railroad bridge was burned. He was a small boy, but he had heard many things and remembered them, and amongst them that a train could be stopped by a red flag. He had no red flag and was far from help, but remembering his red undershirt, the little fellow stripped it off and flagged the train and saved many lives. Let us consider the capabilities of the scene for treatment. A small boy stripped to the waist, and flagging a roaring train with his shirt. The lad is a hero. We lift our hat to him. If he ever needs a friend let him say so.

## SAN FRANCISCO TRANS-PACIFIC CABLE.

The Great Increase of Trade Makes It an Immediate Necessity—Ten Million Dollars are Needed.

The San Francisco Chronicle of August 24th says: The committee appointed by the Chamber of Commerce to investigate the cost and feasibility of laying an oceanic cable between this port and Australia by the way of the islands of the Pacific ocean, has submitted its report. The committee consisted of Charles Nelson, Charles R. Allen, J. G. Jackson, and Hugh Craig. They find upon the authority of competent navigators that the distance from San Francisco to Honolulu is about 2100 miles, from Honolulu to Tutuila 2371 miles, from Tutuila to North Cape, New Zealand, 1700 miles. Allowing for slack and irregularities of the ocean bottom 5 per cent, or 300 miles, would make a total of 6371 miles. An alternate line by the way of New Caledonia, which has been suggested, would measure 6899 miles.

The report says that the line by way of North Cape, N. Z., would meet with the New Zealand system, which is connected by cable at Cook's straits to the southern end of Van Diemen's Land. The route by way of New Caledonia would connect with the Australian system at Brisbane.

The soundings which are obtained through the Hydrographic Office of this city, are from surveys furnished by the United States steamship Thetis, and are not on the shortest route. The deepest point is in latitude 33 deg. 53 min. north, longitude 130 deg. 45 min. west, between San Francisco and Honolulu, and is 3252 fathoms. Between Honolulu and Fiji soundings have been made, and they will be used as sufficiently close for present purposes. On the route between Honolulu and Tutuila the greatest depth is 8448 fathoms. Between Tutuila and New Zealand the deepest point is given at 4428 fathoms.

By the courtesy of the managers of the Pacific Postal Telegraph Cable Company, the committee was enabled to obtain samples of various submarine cables used the world over, as manufactured by the Silverton Submarine Cable Company of London, England. The most recent of these have been laid down along the coast of South America. The deep-sea sections have a diameter of eleven-sixteenths of an inch, the intermediate one and one-eighth inches, and the shore ends two and one-fourth inches. The cable across the bay of San Francisco has a diameter of one and one-half inches, and cost 58 cents a foot. A rough estimate of the cost of the line from San Francisco to New Zealand by the way of Honolulu and Tutuila, a distance of 6270 miles, is \$8,595,000. The added costs of depositing on the bottom, landings, franchises, concessions and contingent expenses make a grand total of \$10,000,000.

A cable covering the routes referred to, the committee declares, would secure the whole of the Hawaiian Islands, all the business of the Hawaiian Islands centering at the Samoan group, and all the United States business of the Australian Colonies and New Zealand and with it a large share of the colonial business with the United Kingdom and Europe.

It is urged that the line will be a paying investment, as it would be in active competition with the lines which now monopolize the business of the colonies, and which have been doing a profitable business for years. The cost of cabling from San Francisco to New Zealand by the present routes varies from \$294 to \$340 a word. It is estimated that the proposed cable would make the cost from Sydney to London about 87 cents a word. By this apparent reduction, business would be promoted, as there are many products of this country which might be traded in at the antipodes if the facilities for quotations were cheaper and more expeditious. It requires sixty-three days for replies to correspondence from San Francisco to Auckland and Sydney, which seriously interferes with business.

After giving elaborate statistics in relation to the population of the United States and the Pacific Islands and the commerce that would justify the undertaking, the committee says:

"It will be seen that a cable from the United States to the Australian colonies is absolutely necessary for the promotion of the business interests of our country, putting aside the question as to its uses by the military and naval departments of our government. It would put the people of this vast country in instant communication with an English-speaking population of 4,000,000, attaching them by bonds of interest to the 65,000,000 of American people. It is only a question of time when the islands of the Pacific, known as Oceania, will be populated by English-speaking people, with ultimate business connections with both the Pacific Coast of the United States and the ports of Australia and New Zealand. They will draw all their supplies from either end of the line."

It is suggested therefore, that the United States grant a subsidy to the extent of guaranteeing 3 per cent. per annum on an investment of \$10,000,000, the bonds to be issued by a company under the laws of the United States.

The newspapers and periodicals of all kinds issued in the United States and Canada, now number 27,107, showing a gain of 707 during the last twelve months, and of 7882 in ten years.

## PUSHING WORK AT GREYTOWN.

The Nicaragua Canal and Construction Company are pushing ahead upon their great undertaking with all possible vigor. The mistakes of the Panama Canal Company have been many and marked, and the Nicaragua Company is profiting by them. Especially is this so as to sanitary conditions, which at the latter place are upon a scale of excellence never provided at Aspinwall and along the sickly Chagres, while the need along the route of the proposed canal at Nicaragua is in no way comparable with that on the Isthmus of Panama. A large number of workmen from the unfinished ditch at Aspinwall have found their way to Greytown, where the first work on the canal is being done, and are rapidly being set to work, at a rate of wages better than they received before, besides which they are supplied with food by the company, of the most wholesome and substantial quality, with due regard to the climatic conditions of the location.

In addition to this, portable buildings in great number have been shipped from New York, and, as rapidly as possible, accommodations of the very best kind are being provided for the workmen, it being the belief of the company that better results can be obtained from a perfect condition of sanitary arrangements wholly under the care of the company than if their people were left to themselves to devise plans for their health and comfort. Pure water will be obtainable at an early date at Greytown, as two large reservoirs are projected, and will be completed as soon as practicable. Steamship communication will either be established by the company, or private enterprise will undertake to supply the construction company with frequent and regular communication, in conjunction with other Central American ports. In addition to this it is intended to establish steamship service between Brito, the Pacific seaport of the Canal, and San Francisco, for the purpose of bringing supplies and implements for those engaged on the work.

The true business-like character of the enterprise is seen in the absence of loud talking, bombastic display or clap-trap of any kind, and by the quiet, steady manner in which work is being pushed, and preparations made for the completion of the canal within the least time possible, to which end, work will at once be commenced at the western side, at Brito, and later, no doubt, Lake Nicaragua will be the basis of two separate companies, one working toward the east, and the other toward the west. It is confidently predicted that the canal will be completed by the year 1894, and possibly before that, if a sufficient number of capable men are obtained to carry on the work as desired.

The contrast between the manner of conducting operations on the Nicaraguan route, and that which marked the management of the failure at Panama, clearly proves that Yankee shrewdness is going to discount French enthusiasm, and that the American will be the first to complete a canal that will unite the Atlantic with the Pacific.

## New Advertisements.

## LIST OF LETTERS

Remaining "Uncalled For" in the General Post Office, Honolulu, Aug. 31, 1889.

Aramori, Harley	Anderson, Mele
Burke, James W	Branchi, G
Bursells, G	Baker, E G C
Crocombe, R	Campbell, W W
Clark, Frank	Collins, Jas (2)
Clark, Ellen	Chase, Henry W
Dalton, R	Dolf, John
Davis, J P	Davies, Mrs C B
Dunley, Frank	
Fay, Mrs Oliver C	
Gould, Chas	Gude, Wm
Green, Hugh	Gingler, Pasteur
Gibson, C A	
Hornor, Chas	Habermacher, F
Hendley, Mrs M J (2)	Henderson, W H
Harper, Miss Bella K	Hitt, J
Heins, Karsten	Hardy, Geo
James, A	Jones, J B
Johnson, Frank	Johnson, Peter
James, Mrs	
Karber, Chris (2)	
Luscomb, H	Loebenstein, Albert
	B (2)
Longwill, J (2)	Lecond, J K
Lovstad, Mr	
Moore, Capt H C G	Mullen, Thos
McLean, James	Muller, Chas
Macfie, J W	Moore, F M
McLane, J M	Mark, Mr
Norton, M E	Nelson, Chas
Perry, W A	Perry, James
Perry, Joseph	Porter (3)
Perry, J	
Robertson, H H	Ross, J F
Richards, E E	Ricardos, Uldarico
Rosenthal, M	Robinson, J L
Roder, D	Revy, Thos S
Smith, S	Salla, F
Silverwood, Harry	Second, James
Spencer, F M	Schmidt, August
Thompson, Samuel	Tressenbach, Johan
Thomas, James H	
Thomas, Mrs Mary	
White, Mrs Chas	Willis, A A (2)
Woodworth, Miss E	Wegesende, F
Zoecher, Rudolph	

Registered.  
2187—Harvey B Avery.  
2000—Wohlgemuth Don.  
2146—Anderson, James A  
1439—Morning Geko.  
7481—Bardi-Mons. Cors.

Parties inquiring for letters in the above list, will please ask for "Advertised Letters."

F. WUNDENBERG,  
Postmaster-General.  
General Postoffice, Honolulu, Aug. 31, 1889.

THE ADVERTISER IS THE leading daily paper of the Kingdom

## CLIMATE CHANGES MAN.

The editor of the Samoa Times gets off the following on the influence of climate in effecting changes upon mankind: "That physical surroundings will alter the appearance of those brought under them is clear to any one who examines a few familiar facts (said a writer in The Peoples of the World). The rosy-cheeked, plump Englishmen is of the same race as the lithe, sparely-fleshed 'Yankee' of New England, or the straight, sinewy backwoodsman of Canada or of Maine. In even a shorter time some of our colonists have assumed the rank of a 'race' in many respects different from the stock of which they are the offshoots. Take, for example, the Australian-born youth. Familiarly he is known as a 'cornstalk,' owing to his long, lank proportions. In like manner, the influence of the dry, desiccating climate is telling on the South African Briton and upon the people of almost any colony who live there long enough to enable the physical atmosphere in which they are enveloped to work its influence on their bodies. Even the Boer of dry South Africa is in appearance very different from his cousins in moist Holland. The people who live in a fine open country, abounding with game and food, and whose food of life induces active exercise of mind and body, are invariably a finer race than those existing in low, malarious districts, where the scanty subsistence which the country yields can be obtained without any great ingenuity and with the minimum of muscular exertion. The population of large towns—it has been proved of France, and is affirmed of other countries—is only kept up by continual streams of fresh blood from the rural districts; the unnatural condition of life in a city being evidently unfitted for the natural increase of the population.

City Man: "I should think you would find life here very dreary." Villager: "Here? I can assure you this is a pretty lively place for its size." "I should not suppose from the look of things anything ever happened here." "That's where you're mistaken. Why it ain't two weeks since we had an eclipse of the moon."

Of course the gay and festive mosquito whets his little whistle at mosquito bars.

## Legal Advertisements.

## SUPREME COURT OF THE Hawaiian Islands.—In Bankruptcy. In the matter of CHOY TIN, a bankrupt. Order on petition of bankrupt for discharge from debts.

Upon reading and filing the petition of Choy Tin of Honolulu, on the Island of Oahu, alleging that more than six months have elapsed since he was adjudged a bankrupt, and praying for a discharge from all his debts.

It is ordered that, on WEDNESDAY, the 18th day of September, 1889, at 10 A. M. of that day, at the Court Room in Aliolani Hale, Honolulu, he and he is hereby summoned to appear and show cause, if any they have, why the petition should not be granted, and that notice of this order be published in the English language for three successive issues in the HAWAIIAN GAZETTE newspaper in Honolulu.

Dated Honolulu, August 30, A. D. 1889.  
J. H. REIST, Deputy Clerk.

## SUPREME COURT OF THE Hawaiian Islands.—In Probate. In the matter of the Estate of CHARLES H. NICOLL, of Honolulu, Oahu, deceased, intestate.

On reading and filing the petition of Francis M. Nicoll, widow of said deceased, of Honolulu, Oahu, alleging that Charles H. Nicoll of Honolulu, died intestate, and that she is the sole and lawful heir of said deceased, and praying that Letters of Administration issue to J. J. Lecker. It is ordered that, on WEDNESDAY, the 18th day of September, A. D. 1889, he and he is hereby summoned to appear and show cause, if any they have, why the petition should not be granted, and that notice of this order be published in the English language for three successive issues in the HAWAIIAN GAZETTE newspaper in Honolulu.

Dated Honolulu, H. I., August 30, A. D. 1889.  
J. H. REIST, Deputy Clerk.

## SUPREME COURT OF THE Hawaiian Islands.—In Probate.

In the matter of the Estate of KALAUTI (K.) late of Honolulu, Oahu, deceased. Order appointing time for Probate of Will and directing publication of notice of the same.

A document, purporting to be the last Will and Testament of KALAUTI K., late of Honolulu, Oahu, deceased, having on the 30th day of August, A. D. 1889, been presented to said Court, and a petition for the Probate thereof, and for the issuance of Letters Testamentary to Henry Long, having been filed by him.

It is hereby ordered, that SATURDAY, the 14th day of September, A. D. 1889, at 10 o'clock A. M. of said day, at the Court Room of said Court, at Aliolani Hale, in Honolulu, he and the same is hereby appointed the time for proving said Will and for the reading of the same, when and where any person interested may appear and contest the said Will, and the granting of Letters Testamentary.

Dated Honolulu, H. I., August 30, 1889.  
By the Court:  
J. H. REIST, Deputy Clerk.

## IN THE CIRCUIT COURT OF the Third Judicial Circuit of the Hawaiian Kingdom.

KALAKA: By the grace of God, of the Hawaiian Islands, King:  
To the Marshal of the Kingdom, or his Deputy in the Third Judicial Circuit—Greetings.  
You are hereby commanded to summon AKA, K. (Ch.) defendant, in case he shall file written answer within three days after service hereof, to be and appear before the said Circuit Court, at the May Term thereof, to be held at the Court Room of the Court House at Hilo, in the Island of Hawaii, on TUESDAY, the 7th day of May next, at 9 o'clock A. M., to show cause why the claim of KALE, (w.) plaintiff, should not be awarded her pursuant to the tenor of said annexed petition. And have you then this writ, with full return of your proceedings thereon.

Witness, Hon. A. FRANCIS JUDG, Chief Justice of our Supreme Court, at Hilo, this 13th day of April, A. D. 1889.  
DANIEL PORTER.

Due and diligent search having been made for the within defendant AKA, but he cannot be found.  
Honolulu, May 10, 1889.

I certify that the foregoing is a true copy of the summons in said cause and the return of the Marshal therein, and that said Court at the May Term, 1889, ordered that the case stand continued until the next November Term. Waimea, Hawaii. And that an attested copy of said summons be published as required by law.

Witness my hand and the Seal of said Court at Hilo, this 12th day of August, A. D. 1889.  
DANIEL PORTER, Clerk.